



Preferred Alternative

The preferred alternative would reconstruct Illinois and Barnette Streets in Downtown Fairbanks.

Barnette Street would remain a one-way southbound street with a new bridge crossing the Chena River extending Barnette Street to Doyon/Terminal Street. Barnette Street would have a 10 foot parking lane with pedestrian bulb-outs at the intersections along the west side from 7th to 1st Avenue.

Between Barnette and Cushman Streets, 1st Avenue would become a two way street with eight-foot wide sidewalks. Barnette and Cushman Street intersections with 1st Avenue would become signalized with pedestrian push buttons.

The existing Cushman Street Bridge would be replaced with a new structure that meets current seismic standards and has an inviting 20-foot wide pedestrian path on the east side and a six-foot sidewalk on the west side. Illinois Street would be two lanes, one-way northbound from First Avenue to Doyon/Terminal Street.

Two bridge options are under consideration for both of the new Cushman and Barnette Street Bridges. The two-span continuous steel girder “haunch” style and a two-span decked bulb-tee girder style. Both can accommodate a pedestrian path on the north bank under the bridges that would connect to the existing Chena Riverfront Path.

A triangular open space would be created between the new Barnette Street Bridge and the replaced Cushman Street Bridge. The triangular space would be accessible from the Chena Riverfront Path and via sidewalks between both streets from the Doyon/Terminal Street intersection. DOT&PF would provide topsoil, seeding, and water and power service connections to this space. DOT&PF would retain ownership of this land and local community groups would be encouraged to landscape and maintain the triangular space in a manner that enhances the core downtown area of Fairbanks.

Between Doyon/Terminal and Minnie Street dedicated left

turn lanes would be installed at all road intersections except Slater Street. Slater Street would be limited to right-turn-only entrance and exit maneuvers at the intersection with Illinois Street. Minnie Street would be widened to provide westbound dual left turns onto Illinois Street.

From Doyon/Terminal Street north to College Road, a six-foot wide sidewalk with curb and gutter would be constructed along the west side of Illinois Street. A 10-foot pedestrian path with curb and gutter would be installed on the east side, except a short stretch between Minnie Street and the Monroe Catholic School where the pedestrian path would be eight feet wide.

Between Minnie Street and College Road the one lane southbound, one lane northbound and two way left turn lane would remain. A new bridge would replace the existing Noyes Slough Bridge. At College Road, an additional northbound left turn lane would be constructed.

The proposed action would:

- Provide a more aesthetically pleasing corridor
- Create efficient traffic flow for vehicles
- Improve pedestrian facilities and safety along Barnette and Illinois Streets
- Upgrade streetlights
- Improve drainage
- Provide sufficient capacity to safely handle the traffic demands for both motorized and non-motorized users through the design year of this project (2035)

ESTIMATED COST: (Subject to change)

Year*	Activity	Cost
2006	Design	\$ 1,500,000
2006	ROW	\$ 7,000,000
2007	Utilities	\$ 7,000,000
2007	Construction	\$ 7,100,000
2008	Construction	\$11,000,000
2009	Construction	\$ 7,300,000

* First year of Design, ROW and Utility activities.

Estimated costs shown are for entire corridor.